
SECTION D

EXISTING PUBLIC TRANSPORTATION SYSTEMS

Existing Public Transportation Systems

Rail Passenger Service

Rail Passenger Service is provided by AMTIUK, National Public Corporation, which operates every other day New York to New Orleans service on the “Crescent Line” and Birmingham to Mobile service on the “GulfBreeze Line”. Both are scheduled for service cutbacks.

Transit Service Operated by Birmingham - Jefferson County Transit

Authority (BJCTA-MAX)

Current Rider Profile

In 1991, BJCTA conducted a ridership survey. This survey revealed that 57% of the riders are between 18 and 44 years of age. Ninety-one percent of the riders were black, and 81% were female. Thirty percent of transit riders work in the professional/business/ sales category and 33% of the riders were in the blue collar/unskilled labor category. Students comprised 8% of the ridership, as did housewives. Eleven percent of the riders said they were retired. Fifteen percent of the riders earn less than \$6,000 annually, and 42% of the riders earn between \$6,000 and \$25,000 annually. Only 8% of the current riders said they drive their own car. Thirty percent of the riders made 1 to 4 trips per week, and 3 1% of the riders make 5 to 8 trips per week.

Vanpool Program:

Daily ridership projections for both services were based on existing ridership on a per van basis. Existing ridership was obtained from MAX and the 1992 Section 15 Annual Report.

The existing daily ridership for the VIP program was found to be 18 passengers per van and the current average van occupancy for the vanpool program was found to be 12 passengers per van. Expanding the VIP service by ten vans would result in reducing 180 per day.

Fleet Conversion:

Ten buses were assumed to be converted in the MAX fleet, 25 vehicles in the Graysville Fleet, and 10 vehicles in the Jefferson County fleet. The MAX transit buses currently operate on diesel fuel, and the Graysville and Jefferson County fleets currently operate on petroleum gasoline.

Existing Transit System Facts

	Birmingham, Alabama
Total Operating Costs (System)	\$11,956,335
<i>Unlinked passengers trips (boardings)</i>	5,795,274
<i>Passenger miles</i>	25,486,226
<i>Revenue vehicle miles</i>	3,450,074
<i>Total vehicle miles</i>	3,925,888
<i>Revenue vehicle hours</i>	250,219
<i>Total vehicle hours</i>	272,976
<i>Active vehicles</i>	130
<i>Vehicles in peak service</i>	105
<i>Vehicles in base service</i>	76
<i>Total passenger fares for transit service</i>	\$3,331,844
<i>Other operating revenues</i>	438,099
<i>Non-operating revenues:</i>	
<i>Local operating assistance</i>	\$4,519,624
<i>State operating assistance</i>	\$ 0
<i>Federal operating assistance</i>	\$2,748,320
<i>other</i>	\$1,052,295
<i>Total non-operating revenues</i>	\$9,320,239
<i>Total revenues</i>	\$13,090,182
<i>Population reported</i>	622,074
<i>Passenger miles per boarding</i>	4.4
<i>Boardings per revenue vehicle mile</i>	1.68
<i>Boardings per capita per year</i>	9.36
<i>Fore recovery ratio (systemwide)</i>	27.9%
<i>Effective fare per boarding</i>	\$0.57
<i>Deficit per boarding</i>	\$1.49
<i>Operating cost per boarding</i>	\$2.06
<i>Operating cost per total vehicle mile</i>	\$3.05
<i>Operating cost pm passenger mile</i>	\$0.47
<i>Operating cost per revenue hour</i>	\$47.78
<i>Revenue vehicle miles per capita</i>	5.55
<i>Pay hours per platform hours</i>	0.92
<i>Revenue miles per total miles</i>	0.88
<i>Average speed of service (mph)</i>	13.79
<i>Total miles per a&e vehicle</i>	30,199
<i>Base to peak ratio</i>	72.4%
<i>Spare ratio</i>	19.2%
<i>Federal assistance % of operating expense</i>	23.0%
<i>State assistance % of operating expense</i>	0.0%
<i>Local assistance % of operating expense</i>	46.2%
<i>Operating Cost per capita</i>	\$19.22
<i>Deficit (subsidy) per capita</i>	\$13.86
<i>Local and State assistance per capita</i>	\$8.87
<i>Federal assistance per capita</i>	\$4.42

Source 1991 Operating & Financial Statistics, APTA

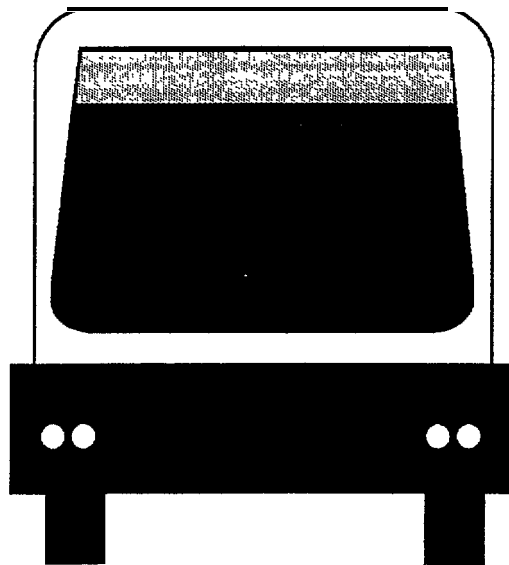
PLANNED TRANSIT PROJECTS

- Regional Transit Analysis by consultant
- Transit in 13 high volume/capacity corridors
- High-occupancy vehicle lane consideration

I-65, I-59/20, U.S. 280

Peak hours operation with facility widening

- Park-and-Ride lots
3 per corridor = 39
- Park-and-Ride buses
6 per corridor = 78
- Expanded supplemental fixed-route service
- Light-rail (long term) after bus maturing



Birmingham-Jefferson County Transit Authority (Max)

3105 Eighth Avenue, North
Birmingham, AL 35203
(205)521-0140

Chief Executive Officer: Phillip Gary,
General Manager

Section 15 ID Number: 4042

General Information (System Wide)

Urbanized Area (UZA) Statistics - 1990 Census
Birmingham, AL
Square Miles 399
Population 622,074
Population Ranking Out of 405 UZA's 47

Service Area Statistics
Square Miles 1,074
Population 651,525

Service Consumption
Annual Passenger Miles 32,397,251
Annual Unlinked Trips 6,097,517
Average Weekday Unlinked Trips 21,489
Average Saturday Unlinked Trips 9,133
Average Sunday Unlinked Trips 2,611

Service Supplied
Annual Vehicle Revenue Miles 4,372,926
Annual Vehicle Revenue Hours 281,279
Total Fleet 143
Vehicles Operated in Maximum Service 126
Base Period Requirement 109

Vehicles Operated in Maximum Service

	Directly Operated	Purchased Transportation
Motor Bus	92	0
Demand Response	18	0
Vanpool	16	0
Total	126	0

Financial Information (System Wide)

Sources of Operating Funds Expended

Passenger Fares	\$3,747,798
Local Funds	4,806,000
State Funds	189,551
Federal Assistance	2,814,630
Other Funds	225,781
Total Operating Funds Expended	\$11,783,760

Summary of Operating Expenses

Salaries/Wages/Benefits	\$10,065,139
Materials & Supplies	2,090,869
Purchased Transportation	0
Other Expenses	1,390,785
Total Operating Expenses	\$13,546,793

Sources of Capital Funds Expended

Local Funds	\$178,262
State Funds	0
Federal Assistance	713,047
Total Capital Funds Expended	\$891,309

Uses of Capital Funds

	Rolling Stock	Facilities and Other	Total
Motor Bus	\$0	\$652,789	\$652,789
Demand Response	238,520	0	238,520
Vanpool	0	0	0
Total	\$238,520	\$652,789	\$891,309

Characteristics

Operating Expense
Capital Funding
Annual Passenger Miles
Annual Vehicle Revenue Miles
Annual Unlinked Trips
Average Weekday Unlinked Trips
Annual Vehicle Revenue Hours
Fixed Guideway Directional Route Miles
Total Fleet
Average Fleet Age in Years
Vehicles Operated in Maximum Service
Peak to Base Ratio
Percent Spares

	Motor Bus	Demand Response	Vanpool
Operating Expense	\$12,724,541	\$700,305	\$121,947
Capital Funding	\$652,789	\$238,520	\$0
Annual Passenger Miles	25,934,685	909,202	5,553,364
Annual Vehicle Revenue Miles	3,504,163	490,395	378,368
Annual Unlinked Trips	5,899,090	83,483	114,944
Average Weekday Unlinked Trips	20,728	312	449
Annual Vehicle Revenue Hours	247,100	34,179	0 /W
Fixed Guideway Directional Route Miles	0.0	0.0	0.0
Total Fleet	104	18	21
Average Fleet Age in Years	9.3	3.4	4.7
Vehicles Operated in Maximum Service	92	18	16
Peak to Base Ratio	1.2	N/A	N/A
Percent Spares	13%	0%	31%

Performance Measures

Service Efficiency

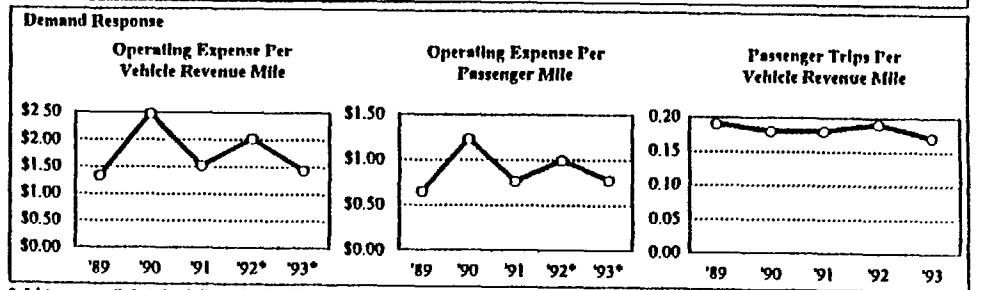
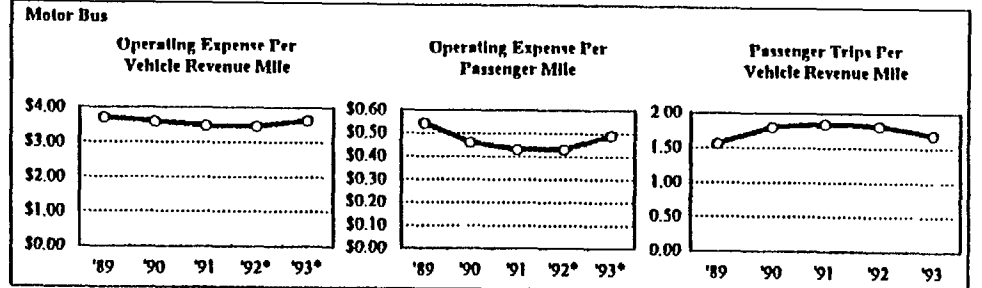
	Motor Bus	Demand Response	Vanpool
Operating Expense/Vehicle Revenue Mile	\$3.63	\$1.43	\$0.32
Operating Expense/Vehicle Revenue Hour	\$51.50	\$20.49	\$0.00 /W

Cost Effectiveness

	Motor Bus	Demand Response	Vanpool
Operating Expense/Passenger Mile	\$0.49	\$0.77	\$0.02
Operating Expense/Unlinked Passenger Trip	\$2.16	\$8.39	\$1.06

Service Effectiveness

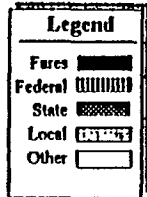
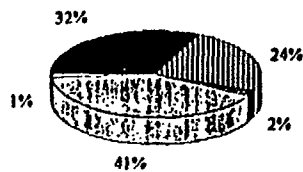
	Motor Bus	Demand Response	Vanpool
Unlinked Passenger Trips/Vehicle Revenue Mile	1.68	0.17	0.30
Unlinked Passenger Trips/Vehicle Revenue Hour	23.87	2.44	0.00 /W



* Joint expenses eliminated and allocated to individual modes.

Source: 1993 National Transit Database

Sources of Operating Funds Expended



Sources of Capital Funds Expended

